

Meeting Notes

October 4, 2002

9:30 – 12:30

Attendance

Council Members:

Paula Hammond, WSDOT
Glen Hallman, Consumer Representative
Michael Harbour, Washington State Transit Association
Andrew Johnsen, Governor's Office
Kim Kimbler, Alternate, Office of the Superintendent of Public Instruction
Doug Porter, Alternate, Department of Social and Health Services
Bernice Robinson, Consumer Representative
Dave O'Connell, CTA-NW

Legislative Members:

Senator Jim Horn	Representative Fred Jarrett
Senator Marilyn Rasmussen	

Staff members:

Don Chartock, ACCT	Cathy Silins, WSDOT
Jim Erlandson, ACCT	Brandy Tiller, WSDOT
Debra Mendoza, ACCT	Jeanne Ward, ACCT

Welcome and introductions

Paula Hammond welcomed everyone to the meeting. The Council members and audience introduced themselves.

Meeting notes from ACCT August 2002

The Council tabled the approval of the August 2002 meeting notes until the next meeting.

Discussion on the regulations of cabulances *Council*

Don Chartock introduced a discussion about the current structure for licensing and regulating providers of special need transportation; the problems this creates and ACCT's potential response to concerns raised by communities:

1. Don't take any action,
2. Be involved, but let others take the lead,
3. Act as organizer and facilitator of interested constituencies to develop a solution for the 2003 or 2004 session, or
4. Others as suggested by Council

Don introduced Rick Maesner of Transpro and Tom Gray with the DSHS Medical Assistance Administration.

Rick talked about how the state regulates the industry under both UTC and DOL, depending on whether or not the provider is a private for-profit company or a non-profit company. There are tax incentives in place for the social service agencies and/or non-profits. Yet, purchasers of special needs transportation are relying more and more on the private sector to provide rides. Without the tax incentives, there is no investment back in the communities, as happens when non-profit agencies get tax incentives.

Tom Gray-DSHS, talked about the DSHS non-emergency medical transportation program and how it provides over 2 million trips per year. Approximately 500,000 of these trips are cabulance rides. DSHS has been working with ACCT, Department of Health, Department of Licensing, and Utilities and Transportation Commission to come up with a recommendation that would serve the needs of state agencies as well as providers and that would be part of potential legislation that would be moved forward by ACCT.

DSHS thinks changes in legislation would be very helpful to ensure that clients who are prone, but don't need medical attention in route, have transportation options open to them other than ambulances. It is believed that approximately \$200,000 per year could be saved. The non-emergency medical transportation program has standards for the provisions of special needs transportation. Program operations are delegated to 9 brokers serving 13 areas of the state. Each is in a great position to enforce standards with sub-contractors. These standards only apply to MAA clients and not to the general public.

Paula introduced Mel McDonald-City of Seattle and Richard DeRock-General Manager of LINK Transit. Richard is the new General Manager with LINK.

Prior to that he was the Executive Director of ACCESS Services in Los Angeles County. Los Angeles County has 88 incorporated cities; the service area has 120 different cities. Rick talked about the way regulations effected service delivery in Los Angeles and cautioned to the Council to be careful in how it asks for regulations to be applied.

The cost of additional regulations and the fact that there were duplicate standards was a major issue. There were 7 different passenger licenses; which depended on who was getting a ride, and not what vehicle was used.

The city of Seattle has announced plans to regulate cabulances in the same way it regulates taxicabs and other for hire vehicles. Mel McDonald from the city of Seattle pointed out that regulations for cabulances is not a new issue to the city. They have been trying to tackle it for about 3 years. The city of Seattle is under pressure to develop a wheelchair accessible taxi fleet. This fleet would then compete directly with the cabulance industry. Therefore regulations should apply to both types of providers to create an even playing field.

Seattle is also trying to coordinate with the Port of Seattle and King County to have a regional taxicab license. The dead head issue drives this idea between SeaTac Airport and downtown Seattle. Seattle taxicabs can't pick up at the Airport because the port does not authorize them to. Speedy cab has the exclusive rights to pick up at the airport, but can't pickup at the City of Seattle.

Janice Webb of Hopelink talked about the impact of duplicate regulations on Hopelink, which is the King County DSHS Medicaid Broker. They support regulation, however, duplicate and competing regulations limit the pool of providers and make it difficult for Hopelink to coordinate trips.

Don Chartock talked to the Council about starting a workgroup to address the issues of regulation. Paula asked if this was something the Council wanted to have a role in. The Council agreed that this is an issue to pursue.

Jeanne asked Mel if he has the patience to wait another year to implement city of Seattle regulations while a work group prepares a comprehensive remedy to the issue. Mel answered if the city sees movement they might be willing to wait until then.

Representative Jarrett asked staff to scope out the problem and report back at the December meeting. Paula said the Council would consider options in December. Staff will propose a short term fix, and describe the scope of long-term measures to correct the regulatory imbalance. The Council agreed.

Key Messages to the 2002 Legislature *Council*

Paula introduced Stan Suchan-Communications Manager. Stan is helping the Council through the process of preparing the report to the legislature that is due every two years. Stan facilitated a discussion between audience members and the

Council about what messages should be included in the report to the legislature. The Council will review a draft of the report at the December meeting.

Volunteer Driver *Barb Savary*

Paula introduced Barb Savary who is working on the Volunteer Driver Guide. Barb passed out the completed version of the guide minus the attachments and forms. This is a document that will help meet the needs in communities for Volunteer Transportation.

Council Member Reports *Council*

Paula stated that Legislative Transportation Committee held a workshop to talk about Transit issues. The workshop included a presentation on ACCT by Paula and three of the ACCT coalitions.

Council Membership Update *Jeanne Ward*

Jeanne stated that terms on the Council were over for five members who are appointed by the Governor. The Council asked for recommendations for continuation or replacement of these members. The nomination letters were sent to the Governor for discussion.

Audience Comments

No audience comments.

Meeting adjourned

Next regular meeting

Friday, February 7, 2003
9:30–12:30

DOT Commission Board Room (1D22)
310 Maple Park Avenue, SE
Olympia, Washington 98504-7387

For questions regarding grant administration, policy and activities, contact Jeanne Ward, ACCT Administrator, at 360-705-7917 or wardje@wsdot.wa.gov. For information on meetings, agendas, materials, and clerical issues, contact Brandy Tiller, at 360-705-7922 or tillerb@wsdot.wa.gov.